RTIP ID# *(required)* LA0D77

Project Description *(clearly describe project)*
The project will upgrade the connector from the southbound Interstate 405 (I-405) to northbound and southbound US-101. The existing non-standard connector is overloaded with extensive congestion, delays, and traffic queue lengths throughout the day. The purpose of the project is to improve safety, operation, capacity and traffic flow through the interchange by replacing the existing 20 mile per hour single-lane connector with a new 50 mile per hour two-lane connector. Additionally, the existing on-ramp from Burbank Boulevard to I-405 southbound would be realigned.

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure existing interchange

County	**Narrative Location/Route & Postmiles PM**
Los Angeles	40.3 The southbound I-405 connector ramps would be improved starting in the vicinity of Burbank Boulevard. The northbound connection to US-101 would roughly to the vicinity of Gloria Avenue and the southbound connection could extend as far as Van Nuys Boulevard **Caltrans Projects – EA#** 199610

Lead Agency: California Department of Transportation (Caltrans)

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon	(213) 897-6117	213-897-0685	Andrew.yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action: Oct. 2007

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Aug. 2001	Dec. 2007	Dec. 2007	Mar. 2010
End	Oct. 2007	Nov. 2009	Sep. 2009	Jul. 2015

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The connector between the southbound I-405 and the US-101 carries over 50,000 vehicles per day, with just over half of those vehicles heading to the northbound US-101 and the rest heading to southbound US-101. The existing connector is a non-standard single-lane structure with an operational speed of 20 miles per hour. The facility is not sufficient to handle the traffic demand, and vehicles form a queue at this location that frequently backs up onto the I-405 mainline. There are also many weaving areas along the connector route, which contribute to high accident rates. At each of the weaving segments from the southbound I-405 onto the northbound US-101, the accident rates range from 33 percent to 197 percent higher than the state average.

The California Department of Transportation (Caltrans) proposes the construction of an upgraded connector from the southbound Interstate 405 (I-405) freeway to the northbound US-101. The purpose of this project is to improve safety, operation, capacity, and traffic flow through the interchange by replacing the existing 20 mile per hour single-lane connector with a new 50 mile per hour two-lane connector. The project also includes an improved segment of the southbound I-405 connector to southbound US-101, which will remove the existing reverse curve and provide for smoother flow of traffic.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
In the northwest quadrant of the I-405/US-101 interchange is the Sepulveda Dam. The northeast and quadrant is primarily commercial development. The southeast quadrant is also commercial including the Sherman Oaks Galleria. The southwest quadrant is residential development. Other than the trucks associated with commercial deliveries, no significant diesel truck generators or attractors are located in the surrounding land uses.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
YEAR 2015 - I-405 Southbound Connector Ramps to US-101

	NoBuild				Alternative 1 & 4				Alternatives 2 & 3			
	LOS	AADT	% Trucks	No. Trucks	LOS	AADT	% Trucks	No. Trucks	LOS	AADT	% Trucks	No. Trucks
NB Connector	F	29619	2.12%	628	F	25379	2.12%	538	F	29619	2.12%	628
SB Connector	F	27305	2.12%	579	F	25760	2.12%	546	F	27305	2.12%	579

Notes:
Trucks include 3 axle and higher per Caltrans 2005 Truck Data

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
YEAR 2030 - I-405 Southbound Connector Ramps to US-101

	NoBuild				Alternative 1 & 4				Alternatives 2 & 3			
	LOS	AADT	% Trucks	No. Trucks	LOS	AADT	% Trucks	No. Trucks	LOS	AADT	% Trucks	No. Trucks
NB Connector	F	36864	2.12%	782	F	31586	2.12%	670	F	36864	2.12%	782
SB Connector	F	33984	2.12%	720	F	32062	2.12%	680	F	33984	2.12%	720

Notes:
Trucks include 3 axle and higher per Caltrans 2005 Truck Data

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
YEAR 2015 - Burbank Boulevard

	NoBuild				Alternative 1				Alternatives 2 & 3				Alternative 4			
	LOS	PM Peak	% Trucks	No. Trucks	LOS	PM Peak	% Trucks	No. Trucks	LOS	PM Peak	% Trucks	No. Trucks	LOS	PM Peak	% Trucks	No. Trucks
West of I-405	F	4937	2.12%	105	F	5063	2.12%	107	F	4937	2.12%	105	F	4937	2.12%	105
East of I-405	F	6131	2.12%	130	F	6272	2.12%	133	F	6240	2.12%	132	F	6240	2.12%	132

Notes:
No truck data is available for Burbank Boulevard, there same truck percentage as freeway was assumed.
Traffic analysis does not include AADT for intersections, and therefore, PM Peak hour was used (and is higher than AM peak)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
YEAR 2030 - Burbank Boulevard

	NoBuild				Alternative 1				Alternatives 2 & 3				Alternative 4			
	LOS	PM Peak	% Trucks	No. Trucks	LOS	PM Peak	% Trucks	No. Trucks	LOS	PM Peak	% Trucks	No. Trucks	LOS	PM Peak	% Trucks	No. Trucks
West of I-405	F	6147	2.12%	130	F	6519	2.12%	138	F	6147	2.12%	130	F	6147	2.12%	130
East of I-405	F	7632	2.12%	162	F	7807	2.12%	166	F	7632	2.12%	162	F	7632	2.12%	162

Notes:
No truck data is available for Burbank Boulevard, there same truck percentage as freeway was assumed.
Traffic analysis does not include AADT for intersections, and therefore, PM Peak hour was used (and is higher than AM peak)

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The project study area is a built environment consisting of a mix of residential, commercial, and office land uses. No significant truck traffic generators exist in the area. The project does not generate trips, but ramp access modifications result in minor redistribution of traffic through intersections along alternate routes. Twenty-two (22) intersections were assessed in the traffic study. For Alternative 1, six intersections had a reduction in average vehicle delay, nine intersections had an increase, and seven had no change. For Alternatives 2, 3, and 4, three intersections had a reduction in average vehicle delay, four had an increase, and fifteen had no change.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The project does not qualify as a project of air quality concern because the connector ramps, which will be upgraded, are not projected to have a significant number of diesel vehicles (i.e. less than 10,000 per day) and because project would not result in any increase in the number of diesel trucks that would utilize the facility. The redistribution of traffic is minor and would occur primarily near residential and commercial areas which have very little truck traffic and little effect on truck movements.

The "Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas," (U.S. EPA & FHWA, March 2006) in Appendix A provides examples of projects that are not an air quality concern. The first example is consistent with this proposed project, and the example is described as "Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F…" The project is not projected to increase the number of diesel vehicles on I-405, the connector ramps, or intersections within the project area, and therefore, according to the Transportation Conformity Guidance this project should not be considered a project of air quality concern.